

## **AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the present application.

## **LISTING OF CLAIMS:**

1. (Currently Amended) A user interface for a communications system in a motor vehicle, comprising:
  - an arrangement configured to restrict, in a restrictive operating mode, a functionality of a radio interface to a wireless communication to a radio communications network;
  - an arrangement configured to display, when there is a call in the restrictive operating mode, the restrictive operating mode to a caller and to make available to the caller a plurality of communications functions, at least one communications function selectable by the caller; and
  - an arrangement configured to activate a ~~selected~~ communications function selected by the caller.
2. (Original) The user interface according to claim 1, further comprising an arrangement configured to activate the restrictive operating mode in accordance with a user input and an activation instruction issued by a vehicle-mounted device.
3. (Original) The user interface according to claim 2, further comprising at least one of (a) a manual activation device and (b) a voice-control system, the at least one of (a) the manual activation device and (b) the voice-control system configured to receive the user input.
4. (Original) The user interface according to claim 1, wherein the user interface is configured to suppress a call signal in the restrictive operating mode.
5. (Original) The user interface according to claim 1, wherein one of the communications functions includes cutting a communications link.
6. (Original) The user interface according to claim 1, wherein one of the communications functions includes connecting the caller to a mailbox.

7. (Original) The user interface according to claim 1, wherein one of the communications functions includes activating a call signal.

8. (Original) The user interface according to claim 1, wherein one of the communications functions includes maintaining a communications link and activating a call signal after a determinable time period has expired.

9. (Original) The user interface according to claim 1, wherein a first one of the communications functions includes cutting a communications link, a second one of the communications functions includes connecting the caller to a mailbox, a third one of the communications functions includes activating a call signal, and a fourth one of the communications functions includes maintaining a communications link and activating a call signal after a determinable time period has expired.

10. (Currently Amended) A communications system for a motor vehicle, comprising:  
a radio interface configured to wirelessly connect to a radio communications network and to establish a corresponding communications link; and

an arrangement configured to detect at least one of (a) a first traffic situation and (b) a second traffic situation, to define a radio communication as incapable of being performed in accordance with a detection of the first traffic situation, and to define the radio communication as capable of being performed in accordance with a detection of the second traffic situation;

wherein the arrangement is configured to evaluate, as a function of a predefined route, data from at least one of (a) a navigation system, (b) a locating system, (c) at least one trial sample vehicle, and (d) a digital road map to predetermine at least one of (a) first sections of a route with first traffic situations and (b) second sections of a route with second traffic situations.

Claim 11. (Canceled).

12. (Currently Amended) The communications system according to claim 10, wherein the arrangement is configured to evaluate a current traffic situation as a function of ~~date~~ data from at least one of (a) at least one driver assistance system and (b) at least one vehicle sensor to presence of the first traffic situation or the second traffic.

13. (Original) The communications system according to claim 12, wherein the at least one driver assistance system includes at least one of (a) an anti-lock brake system, (b) a ranging warning system, (c) a traction control system, (d) a parking aid system, (e) a lane detection system, (f) a system configured to warn against falling asleep, (g) a lane change assistance system, (h) a stop and go assistance system, (i) a night view system, (j) a road sign detection system, and (k) a pedestrian detection system.

14. (Original) The communications system according to claim 10, wherein the arrangement is configured to determine an anticipated time period for the detected traffic situation.

15. (Original) The communications system according to claim 10, further comprising a user interface including:

an arrangement configured to restrict, in a restrictive operating mode, a functionality of the radio interface to the wireless communication to the radio communications network;

an arrangement configured to display, when there is a call in the restrictive operating mode, an operating mode with restricted functionality to a caller and to make available a plurality of communications functions, at least one communications function selectable by the caller; and

an arrangement configured to activate a selected communications function;

the arrangement configured to detect the traffic situations configured to activate the restrictive operating mode in accordance with a presence of the first traffic situation.

16. (Original) The communications system according to claim 15, wherein the user interface is configured to display to the caller at least one of (a) a cause and (b) an anticipated time period for the restrictive operating mode.

17. (Currently Amended) ~~[[The]] A communications system according to claim 11, further for a motor vehicle, comprising:~~

a radio interface configured to wirelessly connect to a radio communications network and to establish a corresponding communications link;

an arrangement configured to detect at least one of (a) a first traffic situation and (b) a second traffic situation, to define a radio communication as incapable of being performed in

accordance with a detection of the first traffic situation, and to define the radio communication as capable of being performed in accordance with a detection of the second traffic situation, the arrangement configured to evaluate, as a function of a predefinable route, data from at least one of (a) a navigation system, (b) a locating system, (c) at least one trial sample vehicle, and (d) a digital road map to determine at least one of (a) first sections of a route with first traffic situations and (b) second sections of a route with second traffic situations; and

a display unit configured to display to a user travel over at least one of (a) the first section and (b) the second section of the route and an anticipated time period for travel.

18. (Original) The communications system according to claim 17, further comprising a memory configured to store information relating to an existing communications link before the first section of a route is reached.

19. (Original) The communications system according to claim 18, further comprising an arrangement configured to restore the communications link after the first section has been travelled through by call of the stored information.

20. (Original) The communications system according to claim 10, further comprising an operator interface configured to receive an input of desired communications links from the user.

21. (Currently Amended) The communications system according to claim 20, further comprising an arrangement configured to assign at least one desired communications link input to at least one of the second sections of ~~the a~~ route and to output the at least one desired communications link as a communications proposal.

22. (Original) The communications system according to claim 21, further comprising an arrangement configured to establish the desired communications link after acceptance of the communications proposal when a corresponding section of the route is reached.

23. (Original) A method for operating a communications system in a motor vehicle, comprising:

restricting functionality of the communications system during operating as a function of predefined conditions; and

offering a plurality of communications functions to a caller for selection when there is an incoming call in the operating mode with restricted functionality.

24. (Original) The method according to claim 23, further comprising performing at least one selected communications function after the selection.

25. (Original) The method according to claim 23, further comprising activating the restrictive operating mode by at least one of (a) a user input and (b) the communications system as a function of a presence of predefined traffic situations.

26. (Original) The method according to claim 25, further comprising detecting the presence of the predefined traffic situations by evaluating data from at least one of (a) a navigation system, (b) a locating system, (c) at least one trial sample vehicle, (d) a digital road map, (e) at least one driver assistance system, and (f) at least one vehicle sensor.

27. (Original) A method for operating a communications system in a motor vehicle, comprising:

evaluating data as a function of a predefined route to detect at least one of (a) first sections of a route with first traffic situations and (b) second sections of the route with second traffic situations, to define a radio communication on the first sections of the route as incapable of being performed, and to define a radio communication on the second sections of the route as capable of being performed.

28. (Currently Amended) [[The]] A method according to claim 27, further for operating a communications system in a motor vehicle, comprising:

evaluating data as a function of a predefined route to detect at least one of (a) first sections of a route with first traffic situations and (b) second sections of the route with second traffic situations, to define a radio communication on the first sections of the route as incapable of being performed, and to define a radio communication on the second sections of the route as capable of being performed;

receiving information input from a user about at least one communications link that is to be maintained during a subsequent journey and that is assigned to at least one of the detected, second sections of the route; and  
outputting a communications proposal.

29. (Original) The method according to claim 28, further comprising establishing a desired communications link after acceptance of the communications proposal and when a corresponding second section of the route is reached.

30. (New) The user interface according to claim 1, wherein one of the communications functions includes opening a communications link and placing the caller on hold.

31. (New) The user interface according to claim 1, further comprising an arrangement configured to determine the operating mode in accordance with at least one traffic situation.